



INTELLIGENT TRANSPORTATION SOCIETY OF AMERICA

400 Virginia Ave., S.W., Suite 800
Washington, D.C. 20024-2730
(202) 484-4847 FAX (202) 484-3483
<http://www.itsa.org>

March 11, 1996

VIA MESSENGER
Mr. William F. Caton
Acting Secretary
Federal Communications Commission
1919 M Street, N.W., Room 222
Washington, D.C. 20554

RECEIVED
MAR 11 1996
FEDERAL COMMUNICATIONS COMMISSION
OFFICE OF SECRETARY

DOCKET FILE COPY ORIGINAL

Re: Notice of Proposed Rule Making, CC Docket No. 94-102

Dear Mr. Caton:

This letter will serve as the Reply Comments of the Intelligent Transportation Society of America ("ITS America") in the above-referenced Enhanced 911 ("E-911") rule making proceeding.¹ By its Public Notice dated February 16, 1996, the Commission sought comment on the February 13, 1996 ex parte presentation by the Cellular Telecommunications Industry Association ("CTIA"), National Emergency Number Association ("NENA"), Association of Public Safety Communications Officials ("APCO"), and National Association of State Nine One One Administrators ("NASNA") entitled "Public Safety-Wireless Industry Consensus: Wireless Compatibility Issues, CC Docket No. 94-102" ("Consensus Agreement").²

On July 14, 1995, ITS America submitted an ex parte presentation in this docket addressing the impact of the Commission's proposals regarding E-911 services on the National Program Plan for the deployment of an Intelligent Transportation infrastructure.³ Specifically,

¹ Revision of the Commission's Rules to Ensure Compatibility with Enhanced 911 Emergency Calling Systems, CC Docket No. 94-102, Notice of Proposed Rule Making, 59 Fed. Reg. 54878 (1994) ("NPRM").

² NENA, APCO and NASNA are referred to jointly herein as the "Public Safety Communicators" or the "PSCs."

³ See Letter to William F. Caton, Acting Secretary, Federal Communications Commission, from James Costantino, Executive Director, ITS America, Ex Parte submission, CC Docket 94-102 (July 14, 1995). As fully described therein, ITS America is a non-profit educational and scientific organization comprised of federal, state and local government, private industry, and academic interests whose purpose is to coordinate and promote the research, development and deployment of Intelligent Transportation Systems ("ITS") in the United States. As such, ITS America has coordinated with USDOT the National Program Plan for ITS that has identified a set of twenty-nine user services to be accommodated within

Mr. William F. Caton
March 11, 1996
Page 2

the ex parte presentation expressed ITS America's belief that the enabling of E-911 capability within the nation's wireless communications systems will greatly facilitate the introduction and deployment of a number of user services identified in the National Program Plan, including the "Emergency Notification and Personal Security, and the Emergency Vehicle Management services."⁴ Because the deployment of E-911 services will further both the integration of ITS capability into existing communications infrastructure and the deployment of ITS services, ITS America supported the Commission's proposal as set forth in the NPRM.

ITS America applauds the efforts of CTIA and the PSCs to reach consensus on the issues in this Docket. As has been recognized by the Commission in this Docket, the users of CMRS systems will be well served by the integration of E-911 capability into the wireless communications networks. We therefore join the consensus reflected in the Consensus Agreement with the modifications suggested herein.

ITS America believes that the record in this Docket now conclusively supports expedited action by the Commission to adopt wireless E-911 requirements. To this end, we join the PSCs in urging the Commission to require Phase I E-911 implementation within 12 months of the adoption of a Report and Order in this Docket. Given the unexpected length of time required to reach a Report and Order here, the actual Phase I date will be significantly later than that which was expected upon release of the Notice of Proposed Rulemaking. Accordingly, even further delay in Phase I implementation will not serve the public interest. For the same reason, ITS America encourages the FCC to expeditiously adopt a Report and Order to commence the five year implementation period. In the event of further delay in the release of a Report and Order, ITS America urges that the FCC commence the five year implementation period as of April 1, 1996.

In addition, ITS America urges that the FCC ensure that the Phase II deadline is meaningful by stating (1) that the five year deadline is the outside date for the provision of actual E-911 service meeting the accuracy standards, (2) that the five year deadline will not be extended, and (3) that it anticipates that steady progress to Phase II implementation will be made during the five year period by the CMRS carriers. Moreover, to ensure that the FCC remains fully apprised of the progress made towards Phase II implementation, ITS America suggests that the FCC mandate the submission of an annual progress report by the Wireless Industry and PSCs on each anniversary date of the Report and Order and provide for public comment upon these

the ITS infrastructure. The views expressed herein are those of ITS America and are not necessarily shared by each of the individual members of the society.

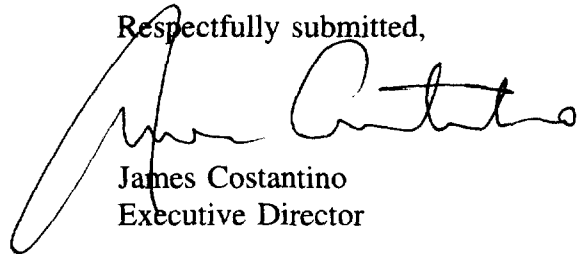
⁴ Id. at 2-3. These services are conservatively estimated to reduce traffic fatalities by 8%, or 3,300 lives saved each year.

Mr. William F. Caton
March 11, 1996
Page 3

annual reports.

For these reasons and those set forth in its earlier ex parte presentation, ITS America supports adoption of an E-911 requirement consistent with the Consensus Agreement and the refinements suggested herein.

Respectfully submitted,

A handwritten signature in black ink, appearing to read "James Costantino", is written over the typed name and title.

James Costantino
Executive Director

Of Counsel:
Robert B. Kelly
Douglas L. Povich
KELLY & POVICH, P.C.
Suite 300
1101 30th Street, N.W.
Washington, D.C. 20007
(202) 342-0460

March 7, 1996